

Intimations.

A. S. WATSON & CO., LTD.

WATSON'S PRICKLY HEAT LOTION AND POWDER.

Are a specific for Prickly Heat, and all skin eruption caused by the hot weather.

DIRECTIONS.

Apply with a soft sponge and when nearly dry dust over with "The Dusting Powder." Irritation will entirely cease in a few moments and be succeeded by a most agreeably cool and refreshing sense of comfort and ease.

A light dose of WATSON'S SALINE APERIENT in the morning is also recommended as a deterrent.

A. S. WATSON & Co., Ltd.
THE HONGKONG DISPENSARY,
Hongkong, 8th August, 1888.

The Hongkong Telegraph

HONGKONG, SATURDAY, AUGUST 11, 1888.

TELEGRAMS.

(Reuter.)

THE RIOTS IN FRANCE.

LONDON, August 9th.
The riots continue in Paris and Amiens, and the streets have been cleared by cavalry.

LORD SALISBURY AT THE MANSION HOUSE.

Lord Salisbury, in a speech made at the Mansion House, eulogized the Czar and the Emperor William, and stated that the prospects for the maintenance of European peace were much better than they had been for many years.

(From Straits Times.)

MR. PARNELL AND THE "TIMES."

LONDON, August 3rd.
Mr. Matthews, the Attorney General, declaring in the House of Commons that the primary object of the Parnell Enquiry Bill is to verify the statements of *The Times* regarding the connection of Irish members with crime, and that the Bill is not introduced for the purpose of enabling such members to clear themselves, Mr. R. T. Reid, C.C., moved an amendment limiting the field of inquiry, which was rejected by a majority of forty-seven.

LOCAL AND GENERAL.

ADMIRAL KRANTZ, the French Minister of Marine, has proposed a new organisation of the Naval Schools of Medicine.

THE Government Astronomer notifies that the time-ball was dropped this day as usual, the repairs to the mast having been effected.

We are informed by the local Agents of the P. and O. S. N. Co. that the departure of the steamer *Mirapora* is again unavoidably postponed until 4 p.m. to-morrow.

THE American Musical Comedy and Opera Company will appear at the Theatre Royal, City Hall, to-night, in *Sir Julius Benedict's* popular opera "The Lily of Killarney."

THE agent of the Messageries Maritimes Co. courteously informs us that the Company's steamship *Melbourne*, with the next French mail, left Saigon at 3 p.m. to-day for this port.

THE *Japan Mail* learns that actions for slander have been raised in the U.S. Consular-General Court against two sets of defendants by a married lady and her husband now resident in Yokohama.

CAPTAIN R. Jones of the steamer *Kong Beng*, which arrived here on the 9th from Bangkok and Hoihow, reports that on August 5th his vessel spoke the American barquentine *Mount Lebanon* off Cape Varela, and she wished to be reported "all well."

TO-MORROW morning, between 9 and 10.30 o'clock the steam-launch carrying the Bethel flag will call alongside any vessel hoisting coast pennant C, to convey men ashore to 11 a.m. service, at St. Peter's Seamen's Church, returning about 12.30.

THE Agents of the Canadian Pacific Steamship Company inform us that the tea shipped per steamer *Aberdeen*, which left Yokohama on the night of the 10th ult., were delivered in New York on the 9th inst., twenty-nine days after leaving port.

MR. SERCOMBE-SMITH fined four fishermen \$5 each this morning for anchoring their boats within fifty yards of the telegraph cable at Tai Kok Tau, East Point. The charge was preferred by Inspector John Matheson, who said the delinquents were very close to the cable and knew quite well that they were infringing the laws of the Colony.

"MAUDE," he said, softly, as he pulled out the tremolo stop in his larynx, "will you marry me?" "No," she answered with all the earnestness of sincere conviction. He paused as if in deep thought, and then said: "Strange, strange, how a simple word revives scenes and impressions that have passed away, and am almost certain that I have heard that before."

THE *Japan Mail* understands that notice of commencement of action has been entered in Her Britannic Majesty's Court for Japan at the instance of the owners of the American ship *Spartan* (Captain Fawcett), against the owners of the British steamer *Whampoa*, for damages to the amount of \$20,000, in consequence of a collision which occurred between the two vessels in Kobe Harbour during a heavy gale that blew there on Monday the 23rd ult.

By kind permission of Major W. T. Ellis, and the officers of the 2nd Northamptonshire Regiment, the Regimental Band will play in the Public Gardens, to-morrow (Sunday), from 9 till 10 p.m. The following will be the programme:—

March "Cavalier" Newton.
"Ambassador" Kelly.
Selections "Offenbachiana" Connolly.
"The Merry Widow" Schuber.
Cavatina "First Kiss" Morlan.
JOHN MORLAN, Bandmaster.

"Viva España, fuera los Frailes" and "Viva España, fuera el Rey, viva el ejército, fuera los Frailes," "Long live to Spain, out with the Monks," and "Long live to Spain, to its King and its Army, and out with the Monks," are the titles of two pamphlets published in the Spanish language which have just reached us dealing with the clerical and monarchical abuses which are said to be so rife in the Philippine Islands. As soon as time will permit these pamphlets will receive your best attention.

THE N.C. Daily News reports that at Ichang, at the end of July, the river rose ten feet in two days, the watermark being 45 feet on the 30th. The country was flooded all round I-tu, and there were fearfully strong freshets in the river.

SOMETIME last night a large boulder, weighing several hundredweight, fell from near Plantation Road, bounded down the ravine, and struck the Peak Tramway bridge above the curve, bending a girder. The rail was not injured, but it was deemed advisable to stop the running of the cars until the girder was straightened. That was done in time for the resumption of traffic this afternoon. We understand that the Company intend to apply to the Government for power to control the removal of stone in the vicinity of the line, to prevent as far as possible a recurrence of such accidents.

THE Nagasaki Rising Sun of the 1st instant says:—We regret to hear of the death of Captain Hayasaki Hichiro, I.J.N., commander of the *Amagi Kan*, which took place at Jenchuan on the 20th ult., from an attack of typhoid fever, at the comparatively early age of forty. A preliminary funeral ceremony was held on board ship the same night, Acting-Minister-General, Consul Hashiguchi and other officials being present, in addition to the ships' officers and crew. The *Amagi Kan* arrived here on Sunday, with the corpse of deceased on board, for the purpose of receiving the instructions of deceased's relatives.

THIS morning three more defaulters against the laws which regulate verandahs appeared at the Police Court, before Mr. Sercombe-Smith. In answer charges brought against them by the Public Works Department, Mr. R. F. Drury, a clerk of that department, said he had given the occupier of No. 64 Queen's Road West notice to take down the framework of his verandah on the 21st ult., but on calling yesterday he found it still up. Defendant explained to the Court that he kept it up because it was handy for drying wet clothes. He was fined \$25. Two others charged with the same offence and having no valid excuses were fined in corresponding sums of \$25 each.

We read that a new method of punishing dishonest bank clerks is now being tried in a certain institution of that kind in New York. Some time ago a clerk's accounts were investigated and he was found to be several thousand dollars short. To remove and prosecute the man would have been troublesome and apt to hurt the reputation of the bank, so they have made him stay, as if nothing had happened, but have placed him in a position that he can take no more money. He is followed by clerks of the defalcation. He is avoided by the insiders, and his position is about as disagreeable as can well be imagined. Constantly under surveillance, he will work out in time the amount he has taken and will then be discharged.

HAMILTON'S MUSICAL COMEDY COMPANY of frauds were performing at Singapore at the beginning of the month. Miss Maggie Ford's series of "indispositions"—when no seats are booked up to the last hour—continue with praiseworthy regularity. Of all the bare-faced impostures in the shape of professional artists (so-called) that have planted themselves on the mistaken generosity of the Hongkong public—and their name is legion—two "crowds" stand out leagues in front of all the rest—Archer's Surprise Party and Hamilton's Musical Bouquet. We don't count Annie St. Clair's never-to-be-forgotten appearance as a *premiere danseuse*, because that fair lady is still practicing somewhere in the neighbourhood of the Bubbling Well Road, and she might sue us for libel, but so long as memory holds its seat in our worn-out brain we shall never forget the picturesque spectacle presented by Annie when her "fixings" gave way during that memorable Highland Fling.

CHEONG A-HOI, a member of the rogue and vagabond fraternity who is well known to the Police as a larrikin of pronounced character, though only 22, this morning was run in before "the beak," and charged with being found in the "ween-decks" of the steamer *Namoa* engaged on a piratical expedition in quest of plunder. He was arrested by a Chinese luhong, in the early hours of this morning, who, not being able to sleep just then thought he would have a look round in a place well known to all trespassers who find themselves hauled up for a night's lodging in the "ween-decks" of a "Douglas" steamer. In reply to the magistrate's curioit explanation, he was only looking for a friend, an old yam which seemed hardly good enough for Mr. Sercombe-Smith, who ordered him to ante up \$10. Cheong managed to scrape up this sum out of sundry greasy cements and handed it over to an arbitrary Government in preference to taking a month's retirement from the busy haunts of Chinese pilgrims.

The following observations from the Philadelphia Times are very much to the point:—Attention has already been called to the fact that the new steamships make almost railway express time in crossing the Atlantic and that the time of their departure and arrival is calculated nearly as accurately as that of trains running on schedule time. In achieving this result modern railway methods appear to have been followed in several essential particulars. In the old days railway trains were a medley of passenger and freight cars. Then came the evolution of separate passenger and freight trains, and, still later, the division of the passenger traffic into first-class and immigrant, and the long lines and a further subdivision into through and local, separate trains being employed for each branch. The steamship companies have been gradually adopting this plan. The older and slower steamers are now used exclusively for freight, the delivery of which is not required with unusual haste. The faster steamers are still further differentiated, the newest and most speedy being only used for the conveyance of first-class passengers who can afford to pay high rates. The little freight that is carried on vessels like the *Umbria* and *Etruria* is of the kind known as perishable and is simply express freight, such as fresh dairy produce, poultry and game, &c., which the company charges as high as \$10 and \$12 per ton, while grain goes by slower vessels at nominal cost. How much further the evolution of the rapid-sailing first-class steamer can go is impossible to guess at this time. All the late improvements are in the direction of increased speed, the boats being built of stronger materials, with engines and other machinery of corresponding power. The cost of running these so-called ocean greyhounds is very great in consumption of fuel and wear and tear of machinery. To make these vessels pay it is necessary that the business shall be almost exclusively passenger, and of the first class at that. If a sufficient number of foreign tourists can be found who are willing to pay enough for the privilege of being ferried across the Atlantic in the shortest possible time, it is quite probable that the speed may be very materially increased. The limit of maximum speed has not been reached. If only money enough is spent in increasing engine power.

IN June last the number of bodies cremated in the district of Tokio was 828, of which 450 were males and 378 females.

EVERY body may not know that the poorest-paid of England's State officials is the Hampton Court Palace Ralcatcher, who serves Her Majesty for £8 per annum. The only significance attaching to this hoary billet lies in the £8, and the fact that the present holder is a blue-blooded old dowager, who faints at the mere mention of a mouse.

If the Straits Times can be accepted as an authority, there is a probability of the thrice-drowned and always resuscitated Remenyi paying a professional visit to India during the coming cold season. It is a short step from Calcutta to Hongkong, and as the great Hungarian violinist had a good time in the Far East on the occasion of his former visit he will probably come again. The "old gentleman" is clean gone on curio. By the way, we wonder what has become of Frank Weston!

DECIDEDLY a little typhoon: were the heavy gusts and williwaws together with the tremendous rain which characterised the weather of last night and during the early hours of this morning. All day yesterday, and even on Thursday, the ordinary course of the prevailing monsoon had been interrupted; the sun disappeared behind a heavy canopy of leaden clouds; the thermometer fell from its normal height of 80° to 73° and ultimately to 68°, which it now stands at; the wind got into the east and Nature generally appeared to be somewhat out of sorts. Two P. & O. and one Canadian Pacific steamer were behind time in their arrival, the latter of which, the *Zambesi*, has not yet put in an appearance. The *Mitaphora* has not reported anything, wrong, but the *Chi-yuen* informs us that she met bad weather off the Suddies on Sunday night, when it blew a heavy south-west gale, with a high sea; which continued to obstruct her either in the shape of sea or swell all the way to the Nine Pins. Her lowest bar. reading was 29.27.

THE steam tonnage belonging to the Mercantile Marine of the following countries in the year 1885 was as follows:—The British Empire 4,293,115, the United Kingdom 3,969,728, United States (rivers) 1,395,511, United States (ocean) 186,466, France 492,396, Germany 420,605, Hamburg 128,296, Italy 124,609, Norway 114,108, Sweden 110,151, Holland 108,422, Bremen 101,256, Denmark 89,815, Austro-Hungary 82,171, and Belgium 79,009. In the years 1840, 1850, and 1860 the United States of America headed the list, but in 1875 the United Kingdom had passed her, and had an excess of 774,529 tons. The British Empire by a still larger margin. Such differences are not difficult to account for. From 1810 to 1860 the United States was busily employed in fitting out steamers principally for its enormous system of rivers, which in so many cases answered the purposes of railroads. By the year 1865 this rush for river steam navigation had pretty well subsided, while the demand for an ocean steam service from Great Britain to her colonies and other countries, was just about being felt. Then in the years between 1865 and 1866 the Americans discovered that their ocean steamers could not compete with vessels constructed of iron, and in consequence fell out of the ocean-carrying trade. Their system of protection, *versus* free trade, also held them back, as compared with other European states who, excepting France, had their iron steam fleets built in British dockyards. In 1875 France, also, forged ahead of America in ocean steam ships; in '78 Germany went by, in '83 Hamburg came up and passed her, and in this present year of grace 1888 it is supposed that Italy, Norway, Sweden and Holland are ahead of the Great Republic in ocean steam shipping.

SIR SAMUEL BAKER, at the age of 67, appears to have used up some of his wonderful energy as a traveller and to have now turned his active mind to the interesting question of Home and Colonial defence. There are few public men in England who are more readily listened to than Sir Samuel, and there are few retired travellers better able to express a correct opinion on such subjects, but like all able men of many accomplishments the indefatigable African explorer is sometimes found a little out of his reckoning, as might very well be expected, in going over new ground. All that Sir Samuel says about the defenceless condition of Hongkong is correct enough, but still perfectly well known to the Home and Colonial authorities. Further, he thinks that a Russian Squadron—as we ourselves intimated some three months ago—might lay this town in ashes on the breaking out of war, or even before a declaration of war had reached the ears of the Governor. Such a catastrophe would be quite possible if the hostile squadron succeeded in evading the quest of the British ships-of-war, but Sir Samuel Baker differs from us in this, that whereas we recommend heavy guns which shall have fixed positions in stationary forts, we are in favour of more destructive weapons which can float on the surface or dive at pleasure to the bottom, guns which can actually get up steam and go out in search of the enemy, rather than being reduced to the necessity of sulkily waiting in some even prominent position for the foe to pass by and be kicked. Sir Samuel is anxious that our guns should be quickly got into position, but the idea does not seem to have entered his head that the city of Victoria could be easily be sieged from the south coast of the island, or that a complete blockade of the taking up such a position, of what would be the guns at West Point or on Stonecutter's Island, Sir Samuel also commits an error when he says that a French squadron would be irretrievably crippled so long as we succeeded in holding our coaling stations free from capture, but an old African explorer such as he is should know that the French have nearly as many coaling stations as we have in the Indian Ocean. There is Obock, a magnificent land-locked harbour on the African coast, within half a day's steaming of Aden, where our neighbours are also fast creating an arsenal; there is Mahé on the Malabar coast of India, Pondicherry on the Coromandel coast, Rodriguez in the Indian Ocean, and at least two ports in Madagascar. In addition to these ports there are hundreds of places, bays, and harbours of some kind, all over the world where the French commanders would repair in order to meet their steam coastselves from which, in most cases, they would obtain their supplies, and obtain them in the open sea if no convenient headland or anchorage could be found. As I have before observed, there need be no very great anxiety about the inability to obtain guns so long as Hongkong and such other British harbours can secure the possession of two or three fast submarine boats, which shall comprise the blended virtues of submarine mines, of the heaviest guns, and of the most destructive rams—weapons which can approach the enemy unseen, notwithstanding all his electric lights, and whose very first impact must annihilate him. Such weapons are probably much cheaper than guns and could be constructed in three months from the date of contract.

PATIENT—I wish you would prescribe for me, doctor. I am nervous and restless and my sleep is disturbed by nightmares hideous enough for delirious tremens. Doctor—Possibly your heart is diseased. Do you lie on the right side? Patient—Great Scott, doctor, I thought you knew that I am running a missionary newspaper and have to be on all sides.

THIRTEEN students in the Hongkong College of medicine for Chinese attended at the City Hall last night for *visu voce* examination. Their names were—Messrs. J. Wong, Wong Enoch, Kung Wing Wan, Sun Yat Sen, Kwong Ying Wa, N. U. Kai, Yeung Chi Yuen, Kwang Shing Yung, Lau Tsai Fuk, Sit Nam, Wong Sai Yan, Choa Hong Shan, and Choa Pok Swei. The examiners appointed—Messrs. of whom did not attend—were: Botany (Messrs. Ford and Sampson); Anatomy (Dr. Ayres); Surgery (Thompson); A.M.S. (Dr. Cantlie); Physiology (Dr. Ho Kai, Dr. Atkinson, Dr. Jordan); Chemistry (Mr. W. E. Crew, Mr. Taylor); Materia Medica (Dr. Gerlach, Mr. Niedhardt); Physics (Dr. Chalmers, Mr. Denby); Chemical Observations (Dr. Manson, Dr. Sparrow, K.N.). The examination was not completed, a few subjects being held over until to-night, when the results will be stated.

THE suppression of the general Budget for French Indo-China, which was lately announced in the Saigon and Haiphong papers, is, according to the *Avenir du Tonkin*, only a temporary and a tentative measure, agreed upon between Mr. Floquet, the French Premier, and M. Constans, the Governor-General of Indo-China. "On the 2nd June," says our contemporary, "M. Floquet addressed an official letter to M. Constans in which he notified the decision taken by the Government of enforcing as a trial the new system of special budgets for each of the colonies of Indo-China. M. Constans expressed his readiness to be useful to the colonies, but remarked that he could not consistently undertake to enforce the new measure, after having voted against it; he would rather leave the affair in the hands of an Acting Governor. As the period during which the new law operates expires in October next, it is presumed that M. Constans will either return to Cochinchina by that time, or resign his post of Governor-General of Indo-China."

THERE was a very prevalent idea amongst our near ancestors that their earth was not much more than five or six thousand years old; and then a later and more scientific school of thinkers and workers came to the surface, and with a smile of something very like contempt laid aside the old theory and hinted whisperingly, at 50,000 as being considerably nearer the truth. But competent geological authorities of the present day have completely knocked the bottom out of all such limited beliefs. They stand up now on public platforms and boldly declare that the Glacial Period in Britain ended about 80,000 years ago, and that it continued over the islands for possibly 65,000 years. Before that longish spell, between drives of a naturally solvent fluid, there was the Pliocene epoch, immeasurably longer than the whole expanse of recent time, and before that again the still longer Miocene, and then the Eocene, immeasurably longer than all the others put together. These three periods, subjected to the ordinary powers of simple addition produced the Tertiary period, which was only equal to a single division of the Secondary, and which, in its turn, was but a patch on the incomprehensible vastness of the Primary aeons.

THE following appears in the *Japan Mail*:—Professor Sekiya writes from Inawashiro, under date the 27th inst.:—"Bandai-san continues quiet. The heavy rains have rendered the descent to the crater dangerous owing to landslides in the crater's walls and at other steep places. It has not yet been possible, therefore, to take any accurate measurements. The work of making an outlet for the pent up waters of the Nagase-gawa, near the village of Nagasaka, has been actively commenced. Large numbers of men are engaged. But already the rice-fields belonging to several villages have been washed away. A small incident of the catastrophe is that severe fighting has taken place between the men of various villages for the possession of available water. Each village now finds it necessary to post a watch night and day to prevent marauding of this character." We mentioned in a recent issue that disturbance of the system of irrigation was one of the serious consequences of the eruption. Considerable areas of rice-fields are totally destroyed by the mud deluge, and those that remain are threatened with destruction for want of water. Only this incident, described by Professor Sekiya, was not enough to complete the picture of the miserable survivors of the calamity sacrificing lives that had been almost miraculously saved in order to preserve the remnant of sustenance spared by the volcano.

SAYS the *San Francisco Chronicle*:—"If there should be a general European war and the English fleets should be overwhelmed by a combined attack of other forces, the members of the present Board of Ordnance and the Lords of Admiralty would be exiled through public execration. Here is given one day's proceedings of the naval reserves, taken from official documents: There has been some delay in re-enforcing the Mediterranean squadron. First the *Infatigable* was to go; then it was found that her roller-paths were defective, and the *Benbow* was told off for the duty, but she has been some time completing for sea, so that the *Temeraire* and *Sultan* were to have been dispatched. The latter ships' boilers and engines were much worn, and she again broke down, making a total of the measured mile and had to be towed back to port. The following is a statement of ships waiting for guns on the 28th April last: *Collingwood*—Four 12-inch 45-ton, of which two are ready, and two will be ready within a month. *Howe*—Four 15-inch 67-ton, of which one has been issued, one is promised for June, and two others for September next. *Camperdown*—Four 15-inch 67-ton, will be ready by next March; six 6-inch 5-ton, will be delivered by next April; six 8-inch 30-ton guns now ready. *Undaunted*—Two 9-inch 10-ton, and now under inspection. *Australia*—Two 9-inch 10-ton, one under inspection and the other due yesterday; ten 6-inch 5-ton, now ready. *Narcissus*—Two 9-inch 22-ton, expected next month; ten 6-inch 5-ton, all nearly ready. *Galatia*—Two 9-inch 22-ton, one promised for March, 1887 and expected next August, the other now due; ten 6-inch 5-ton, all of which are nearly ready. *Immortalite*—Two 9-inch 22-ton, promised for Sept. last, and expected next August; ten 6-inch 30-ton guns now ready. An Admiralty note appended says: "The *Collingwood*, *Howe*, *Camperdown*, *Anson*, and *Undaunted* are ready to receive their guns. In all probability, then, other ships, when ready, will be delayed on account of their guns not being ready. It will be observed that there is a great diversity in the calibres of the guns, and it is claimed that not a cartridge in many instances has been manufactured for certain bore, and even that some ships of the Mediterranean squadron were furnished with ammunition useless for their guns. And this is the reason that claims to rule the waves!"

THE *Avenir du Tonkin* is informed that a railway will soon connect the port of Pakhpi with the iron and coal mines of Ling-chan. The proximity of the latter locality to the frontiers of Kwang-sai is said to promise a great development of trade.

SERMONS on behalf of the Church Missionary Society will be preached in St. Peter's Church to-morrow, in the morning at 11 o'clock by the Rev. J. B. Ost, and at 6 in the evening by the Right Rev. Bishop Burdon. The offertory collections will be given to the Society.

HERE is a "nasty-jar" for the Pope. The *Norfolk News* traces the origin of boycotting to the Council of Tours in 1163. At this Council the following decree was issued: "We, command all bishops and priests to keep a watchful eye upon the heretics, and to forbid all men, under pain of excommunication, to harbour, or assist, or trade with them, that so, through deprivation of the benefits of society, they may be forced to repent of their error. And whosoever shall attempt to oppose the decree shall be smitten with the same anathema."

THE *Straits Times* of the 3rd inst. says:—His Honour Sir T. Ford delivered judgment this morning in the cross case for damages between the steamers *Helo* and *Arratton Apar*, which arose from a collision between the two ships in the Straits of Malacca in the month of May last. His Honour commenced to read his judgment, which was a considerably long one, shortly after 11 a.m. An attendance in Court was very small. His Honour proceeded first to comment upon which of the two stories, as narrated in evidence by the chief witness on each side, was the more probable story to believe. He felt bound from the evidence, to believe the story of the *Arratton Apar*. In the evidence for the *Helo* there were discrepancies impossible to reconcile and numerous contradictions on very important points. There was also in the same story the gross antecedent improbability that the *Arratton Apar* had passed abeam of the *Helo* and had veered round in some unaccountable manner so as to strike the *Helo* on the bows, while both vessels were going admittedly in opposite directions and at about the same rate of speed. Besides, the three chief witnesses for the *Helo*, the gunner in charge, the steersman, and the look-out lad—for he could call him nothing else than a lad from his appearance, and who stated he had been only 7 months at sea—showed that they were totally incompetent for the serious duties attached to their offices. From the evidence His Honour had no doubt that the collision was primarily due to the action of the *Helo*. The next question to be dealt with was whether the *Arratton Apar*, in violation of Article 18 of the Rules and Regulations for Preventing Collisions at Sea to be read with Section 23, was not in some way contributory to the collision by not having reversed her engines? And here the difficulty arose. It was necessary for the officer in charge to show that there was that necessity for his not complying with the Rule. His Honour believed that that had been proved, if the *Arratton Apar* had starboarded her helm with a left-hand screw it would have put the ship in imminent danger of running down the *Helo*, whom by the time calculation afforded by the evidence, the ships were only about half a mile apart. He would take the law as the last decided case of the *Benares* left it, and hold that there was that justifiable necessity required for non-obedience to Article 18. The judgment was accordingly given against the *Helo*. The lawyers on each side, Mr. Joaquim for the *Arratton Apar* and Mr. Donaldson for the *Helo*, agreed to settle the amount of damages.

THE great topic of discussion among the residents of the neighbouring colony of Macao, as well as with the more enlightened portion of the Portuguese community of this colony, continues to be the recent arbitrary step taken by Governor da Costa in dissolving the Municipal Corporation of the Holy City. The unanimity of opinion is decidedly against the foolhardy autocrat who risked an extreme measure where it was not in any degree desirable or necessary. Old Macao owed its pristine prosperity to its perfect municipal government. From the time the Settlement was founded in 1580 to the beginning of the present century, a municipality, very similar in character to our present corporation at home, managed all the internal affairs of the city, administered its finances, regulated its trade, engaged in direct communication with the Chinese authorities at Canton and Peking, and enjoyed an undeniable amount of prestige both at Lisbon and in the Far East. The *Senado* was in fact the only power which ruled the colony and represented the mother-country in Far Cathay. A military authority, under the denomination of Captain-General, had formerly the exclusive control of the land and sea forces which were stationed on and around the peninsula, but this ceased to be a jurisdiction when the colony and the international affairs of the dependency. In the course of time the military element increased in strength, just in proportion as the colony was gradually losing its commercial importance. From the commencement of the present century, the *Senado*, though still possessing many of its old privileges, became depopulated of its share in the financial administration of the colony, while a succession of more or less rapacious Governors were appointed to administer the Settlement and these, in many cases substituted legislation and a well-noted custom of the measure and added by the military element a sting of ambition. Since then Macao has gradually been going to decay and dissolution. Its inhabitants have degenerated into mere automata of the Government, which profiting by the reigning poverty and by what may be termed the loss of caste among the citizens of a once prosperous colony, went on heaping abuse on despotism, transforming the people under its tutelage into mere slaves, and causing the majority of the able-bodied and mentally-qualified classes to emigrate wholesale to Hongkong and to the Treaty Ports of China and Japan. The Municipality of Macao has ever been a powerful barrier to the aggressiveness and the arbitrariness of the military Governors who have ruled over the unfortunate colony. It is on this cardinal fact, backed by the high principles embodied in all municipal institutions, that the citizens of Macao and their Hongkong cousins base their antipathy and aversion to the despotic measures lately enforced by ill-advised Governor da Costa in dissolving the *Senado*. The individual members who constituted the extinct corporation may or may not be personally acceptable to the generality of the burghers, or to the gentry; but what is upheld, and very justly upheld, is the inviolability of Municipal Institutions; an inviolability which is held sacred throughout the length and breadth of Portugal and of the civilised world. It is to be hoped that the reaction which has set in against the highly irregular conduct of His Excellency will reach him and his successors. Those high obligations which ought to bind the Governor to the residents of an old colony and dependency, and which, Senior da Costa has, either forgotten, or intentionally and maliciously broken asunder.

FOUR new French trans-Atlantic mail steamers have been placed at the disposal of the Minister of Marine in Paris, to serve as auxiliary cruisers in case of mobilisation of the Navy.

With reference to the stranding of the *Leesang*, the Shanghai Mercury of the 6th inst. says:—We are glad to hear that very favourable news was received this morning from the steamship *Leesang*, and there is every hope of her being floated on or before the spring tides have finished. The holds are all dry and there is now water only in the engine-room. The typhoon that is blowing outside at the present time is not likely to reach where she is now stranded, the indications being that it is travelling to the north-east.

A STRAM life-boat embracing all the safe and buoyant features of the original national life-boat seems at last to have been accepted by the Committee of experts whose business it is to examine all such models forwarded to them. For many years the officers of the Royal National Life-boat Institution have been trying to find a good and safe plan of propelling life-boats mechanically, and of the numerous models and drawings forwarded them from all parts of Europe and the United States not one—till lately—commanded itself to their notice as being adapted to meet the trying conditions under which life-boats have to perform their work. But at the beginning of the present year a model was sent in from Messrs. Green & Co., the well-known shipowners and shipbuilders of Blackwall, which, having passed through various modifications, has at last been accepted; and the inventors have been instructed to build the first National steam life-boat to be used as an experiment. She is to be 50 feet long, 12 feet beam, and to be propelled by a turbine wheel, worked by an engine developing 172 horse power. Such a boat, if successful, will necessarily—it is said—only be newsworthy for deep water harbours, and not for sandy beaches. If the boat is a success the inventors will take a prize of £3,000 which, since 1873, has been in the market. The first prize of £2,000 for an "improved life-boat," was given by the Duke of Northumberland in 1836 to a boat builder in Newcastle whose invention developed into the present National boat which fires itself of water in two minutes, but which does not always right after being capsized, with the crew of 16 men in their places. During the last ten years the United Kingdom has forwarded 780 models for a steam life-boat; the United States 150, and various European countries 256.

THE new block of buildings composed of Chinese shops and dwelling houses lately finished on or near the site of the Central Market, are a decided improvement in the architecture of that part of the Praya, and as far as appearances go—we know nothing about the value of their actual structure—they reflect a fair amount of credit on their designers. They are four-storied, appear to be well ventilated, and are not devoid of a certain amount of ornamentation which should be compulsory with all house builders who have an ambition to find their places of business in the best and most important part of the colony—we mean the Fall of the city. Judging from the style of buildings which are presented so fearfully and wonderfully represent the city of Hongkong to the newly arrived visitor standing on the deck of a mail steamer,—of those business houses, native and European, extending in an unbroken line from the Victoria Hotel to the Harbour Master's office, it would appear that this important idea had been entirely lost sight of, and perhaps not without excuse, because they were designed and constructed in the early days of the colony, when such important considerations had hardly found their way into the heads of English city commissioners. Still, there is no reason why competent individuals who have the interests of this British city at heart should slavishly try to borrow their ideas from Europe, for it may be presumed the colony pays them liberally enough, if not to create by their own volition, at least to keep their conceptions as far advanced as those of any European state. Architecture of a highly ornamental and useful kind is not new in this world; rather it is very old indeed, so ancient in fact is its history, as to go beyond even the pens of Pliny or Herodotus; therefore the designers and the architects of Hongkong, and even those who take the humblest of their designs, if there are any such individuals of which we are not quite certain, but are quite confident there ought to be—can have no excuse by pleading ignorance. If they have never travelled a little bit over the world, or if they are possessed only of one idea—that of making money for their own selfish gratification, then they cannot be competent judges and should consequently be discharged from such duties. During the last ten or fifteen years there has been pursued a kind of "go as you please" system in Hongkong house building. As a conspicuous example of the take the humblest of blue-brick shanties which have sprung into existence anywhere between the points which mark the Canton Steamboat Co.'s wharf and the Sallors' Home. In their lowering and gloomy countenances there is an expression which, unmistakably indicates every feature of Asiatic nastiness all the way through the fearful gamut of small-pox, leprosy, cholera, consumption, fever and itch. They are a collection of stinking dog-holes which, as long as they exist, will be conspicuous and living monuments of rare nastiness. The past of these members of the Hongkong Legislative Council who sifted the cinders of their claspnet wisdom in municipal affairs, when the wretched foundations of these fever breeding dens were laid. That this trashy ignorance of municipal duties did not exist in other oriental cities under the British flag, we have only to go to such places as Madras, Rangoon, or Calcutta to see at a glance. Even in the European concession of Shanghai such a total disregard of the simple prerogatives of architecture, and of the conspicuous rights which every large city has to demand of its civilized builders—a clean and attractive face, cannot be found. However, Hongkong is now in the hands of a new, and let us hope, a less illiterate and perverse generation, who shall have some regard for the proprieties of architecture and of the high demands of the useful and the beautiful, which, since the beginning of time, in the construction of streets and houses has invariably guided the minds of men like the sapient and honest citizens who founded not only Calcutta and Bombay and Genoa, but modern Shanghai and Hongkong. As we have already said, the new block of native buildings on the Praya is a move in the right direction, and an indication, at least, that our City Fathers have at last awakened to the fact that the useful in architecture need not necessarily be blended with the hideous; and that the time has arrived when Hongkong must wear a clean and healthy face, rather than one indicative of inferior bodily disease and filthiness. Let them lay down the inflexible law that this face shall be *maintained* at least once annually, and that its old and filthy features as they decay, shall be replaced by those which are fit to look upon, and they will receive, not the fever and curses but the blessings of all future generations of Europeans and Asiatics whose footsteps may be seen on our streets.

